



Our Mission: Delivering excellent public services that address our community's needs and enhance our quality of life

TRANSPORTATION GOALS

- **Encourage and promote innovative solutions to transportation challenges, including incentive plans**
- **Maximize the use and efficiency of the existing transportation system on a neighborhood, county and regional basis**
- **Improve mass transit along major corridors and between major origin and destination locations**
- **Enhance the ease of movement of people and goods to, from and through the airport, the seaport, and other centers through new and improved inter-modal linkages**
- **Educate the community regarding transportation issues and opportunities**
- **Promote improved mobility of people and commerce to capitalize on South Florida's advantages**

Priority Key Outcomes

- More integrated land-use development to decrease dependence on automobiles
- Improved level-of-service on major roadway corridors
- Successful implementation of the People's Transportation Plan, including
 - Minimum wait time for transit passengers
 - Convenient, clean transit passenger facilities and vehicles
 - Improved accessibility to transit facilities and bus stops
 - Safe and reliable transit facilities and vehicles
 - Dramatic improvement in the level of bus service
 - Expanded rapid transit service along all major corridors
 - Effective management and oversight of dedicated transit funds
- Seamless movement of people, baggage and cargo between Seaport and Airport
- Adequate capacity to meet existing and future demand levels for passengers and cargo at the ports
- Enhanced customer service, convenience, and security at every level of contact with the ports

Transportation		
<p style="text-align: center;">Mission Statement</p> <p style="text-align: center;"><i>“To provide a seamless, efficient, intermodal transportation system that enhances mobility throughout our neighborhoods and region, and expedites domestic and international commerce.”</i></p>		
DESIRED OUTCOMES	STRATEGIES	PRELIMINARY PERFORMANCE OBJECTIVE/ KEY PERFORMANCE INDICATOR(S)
More integrated land-use development to decrease dependence on automobiles (priority outcome)	<ul style="list-style-type: none"> ▪ Develop formalized processes and structures including development incentives to encourage higher-density, mixed use and transit-oriented development at or near existing and future transit stations and corridors. (Coordinate with Neighborhood and Unincorporated Area Municipal Services Strategic Area) ▪ Develop and implement new and innovative incentive plans to reduce automobile usage 	<ul style="list-style-type: none"> ▪ Increase in percentage of transit trips taken at and near transit stations at least 80 percent commensurate with increases in transit levels
Improved level-of-service on major roadway corridors (priority outcome)	<ul style="list-style-type: none"> ▪ Expand existing carpool and vanpool programs ▪ Encourage employer-based transit subsidy programs 	<ul style="list-style-type: none"> ▪ Decrease 24-hour volume-to-capacity ratios on major highways as follows: <ul style="list-style-type: none"> ○ I-95 0.87 ○ US1 0.95 ○ SR 826 0.99 ○ SR 836/I-395 0.99
Increased vehicle occupancy	<ul style="list-style-type: none"> ▪ Identify and evaluate alternative exclusive right-of-way corridors and modes 	<ul style="list-style-type: none"> ▪ Increase average work trip vehicle occupancy from an estimated 1.09 persons per vehicle to 1.12 persons per vehicle

Minimum wait time for transit passengers (priority outcome)	<ul style="list-style-type: none"> ▪ Increase fleet size for both bus and rail ▪ Recruit and train personnel ▪ Work with the community to review and revise routes and schedules and coordinate routes at major transfer points for optimal connections 	<ul style="list-style-type: none"> ▪ Within 3 to 5 years, achieve the following minimum headways for all transit service provided by the County: <ul style="list-style-type: none"> ▪ No more than 15 minutes peak bus service and 30 minutes non-peak bus service ▪ No more than 6 minutes peak rail service and 15 minutes non-peak rail service ▪ No more than 1 hour for night owl bus service ▪ Implementation of 24 hour bus and rail operations
<p>Convenient, clean transit passenger facilities and vehicles (priority outcome)</p> <p>Improved accessibility to transit facilities and bus stops (priority outcome)</p>	<ul style="list-style-type: none"> ▪ Provide additional amenities for passengers, including bathrooms, concessions, etc. ▪ Review and revise facility and vehicle cleaning programs, supervision and quality measures ▪ Expand and improve bus shelter programs, including bus shelter design ▪ Continue implementation of joint development programs ▪ Improve access to stations and bus stops for pedestrians, bicyclists and people with disabilities ▪ Increase park and ride availability ▪ Improve existing, and design new transit facilities to offer increased protection of passengers from the elements 	<ul style="list-style-type: none"> ▪ Increase in passenger satisfaction with vehicles and facility cleanliness and comfort from 75% of customers mostly satisfied or very satisfied to 95% within 2 years
Safe and reliable transit facilities and transit vehicles (priority outcome)	<ul style="list-style-type: none"> ▪ Replace and rehabilitate vehicles systematically ▪ Improve material management systems to make parts available for timely repairs ▪ Use available technologies for automated scheduling and monitoring of maintenance ▪ Increase maintenance capacity in locations that reduce deadhead time (facilities, personnel, etc.) ▪ Enhance existing transit service monitoring system 	<ul style="list-style-type: none"> ▪ Improvement in rate of schedule adherence from 97% and 71% in FY 2002 to 99% and 85% for rail and bus service respectively, by 2004 ▪ Decrease in rate of missed trips to less than 0.1 percent for all County transit service within 2 years

Optimum signalized traffic flow	<ul style="list-style-type: none"> ▪ Upgrade computerized traffic signalization system to handle all signals countywide ▪ Conduct regular, systematic field reviews and evaluations of all traffic signals and intersections over time to improve traffic signalization and traffic signal model calibration and identify areas in need of traffic enforcement for referral to the Police Department ▪ Improve response and repair time for traffic signal trouble calls ▪ Pursue innovative approaches to minimizing traffic signal downtime 	<ul style="list-style-type: none"> ▪ 99% of all traffic signals operational in five years ▪ 99% of all operating traffic signals synchronized and optimized in five years
Dramatic improvement in the level of bus service (priority outcome)	<ul style="list-style-type: none"> ▪ Implement bus service improvements identified in the People's Transportation Plan ▪ Implement a grid system for north-south and east-west corridors for major streets and avenues with circulator services feeding main bus and rapid transit lines ▪ Enhance existing and develop new transit hubs through planning coordination, joint development, and development incentives (Coordinate with Neighborhood and Unincorporated Area Municipal Services) ▪ Streamline bus procurement process to increase the bus fleet from 700 to 1335 buses in the next 5 years ▪ Expand usage of smaller (less than 31 feet), neighborhood friendly buses ▪ Expand training programs for additional bus operators and mechanics ▪ Expand on successful municipal circulator programs 	<ul style="list-style-type: none"> ▪ Increase in bus service miles from 27 million to 44 million miles in five years ▪ Increase in bus operating hours from 1.9 million hours to 3.3 million hours over five years ▪ Increase in daily bus boardings from 240,000 to 400,000 within five years (Miami-Dade Transit to provide target)
Expanded rapid transit service along all major corridors (priority outcome)	<ul style="list-style-type: none"> ▪ Maximize leveraging of local funding to obtain federal, state and non-traditional funding ▪ Provide a program of rapid transit projects within the Long Range Transportation Plan framework as driven by the People's Transportation Plan ▪ Identify and examine potential use of existing highway rights of way for transit and potential alternative uses for existing and abandoned rail corridors and integrate, where possible, into existing transportation corridor studies ▪ Advance right-of-way acquisition for rapid transit corridors 	<ul style="list-style-type: none"> ▪ 100% achievement of all major milestone timelines in the Peoples Transportation Plan
Effective management and oversight of dedicated transit funds (priority outcome)	<ul style="list-style-type: none"> ▪ Implement management structure for administration of transit funds and development projects ▪ Establish the Citizens' Independent Transportation Trust to oversee ongoing management of transit funds 	<ul style="list-style-type: none"> ▪ 90% of the community satisfied or very satisfied with the implementation of the People's Transportation Plan
Increased public	<ul style="list-style-type: none"> ▪ Continue public involvement activities, including meetings, websites, public 	<ul style="list-style-type: none"> ▪ Increased daily bus and rail

knowledge and understanding of public transportation alternatives and benefits	<ul style="list-style-type: none"> service announcements, and Maps-By-Mail ▪ Advertise and promote new and improved services ▪ Pursue innovative strategies for public involvement 	<p>boardings from 50,000 and 240,000 to 60,000 and 300,000, respectively, within 3 years</p> <ul style="list-style-type: none"> ▪ 90% of customers aware of key items related to services available and benefits of public transportation
Improved customer access to transit trip planning information	<ul style="list-style-type: none"> ▪ Develop automated multi-modal information thru various media such as electronic kiosks ▪ Implement regional customer information network 	<ul style="list-style-type: none"> ▪ Increased number of visitors to County transit websites (Miami-Dade Transit to provide target) ▪ 85% of community mostly satisfied or very satisfied with transit trip information availability
Clear and informative transit and transportation signage	<ul style="list-style-type: none"> ▪ Plan and implement comprehensive signage for all transit facilities, including: <ul style="list-style-type: none"> ▪ Review and revision of criteria and standards for signage ▪ Compliance with the American Disabilities Act ▪ Use of automated signs ▪ Implementation of transit signage plan ▪ Coordinate with all transportation entities to review and revise, as appropriate, standards for highway and arterial road signage placement 	<ul style="list-style-type: none"> ▪ 100% compliance with signage criteria at transit facilities and within transit vehicles ▪ 85% of community mostly satisfied or very satisfied with transportation signage overall ▪ Increase in the percentage of the community mostly satisfied or very satisfied with transit signage from 85% to 95%

Improved transportation connectivity for inter-county movements	<ul style="list-style-type: none"> ▪ Enhance coordination between the Regional Transit Organization (RTO), Metropolitan Planning Organizations (MPOs) in the region and Transit operating entities ▪ Support funding source for regional projects ▪ Coordinate fare policies, fare media and information dissemination between all transit entities in the region ▪ Develop equitable resource allocation measures, increase public awareness and solicit public input into the decision-making process 	<ul style="list-style-type: none"> ▪ 100% increase in transit usage for inter-county travel in 3 years
Seamless movement of people, baggage and cargo between Seaport and Airport (priority outcome)	<ul style="list-style-type: none"> ▪ Coordinate efforts to relieve bottlenecks for passengers moving on/off or between ports ▪ Work in close concert with industries and regulatory agencies to re-evaluate the feasibility of the Airport and Seaport East-West Corridor connection 	<ul style="list-style-type: none"> ▪ Improved passenger satisfaction with travel between ports (Current measure not available)
Enhanced customer service, convenience, and security at every level of contact with the ports (priority outcome)	<ul style="list-style-type: none"> ▪ Plan, design and construct passenger parking garages sufficient to meet demand ▪ Plan, design and construct traffic circulation improvements to provide safer and faster access to destinations ▪ Plan, design and construct more customer-friendly terminals ▪ Ensure compliance with Homeland Security requirements 	<ul style="list-style-type: none"> ▪ Improved national customer satisfaction ranking for the airport to one of the top ten ranked airports for passenger satisfaction by 2007
Meet existing and future demand levels for passengers and cargo at the ports	<ul style="list-style-type: none"> ▪ Implement existing capital improvement plans at both ports on schedule ▪ Find innovative solutions for future cargo and intermodal facilities to serve the airport and seaport 	<ul style="list-style-type: none"> ▪ 100% compliance with Homeland Security requirements ▪ Increase in the number of seaport parking spaces of 3,600 more spaces by 2010 ▪ 80% of capital improvement project milestones completed on schedule